

Message Text

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16

ACTION EA-14

INFO OCT-01 ADP-00 DOTE-00 FMC-04 OMB-01 CIAE-00 COME-00

EB-11 INR-10 LAB-06 NSAE-00 RSC-01 SIL-01 DODE-00

PM-07 H-02 L-03 NSC-10 PA-03 PRS-01 SS-15 USIA-12

CG-00 RSR-01 TRSE-00 /103 W
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R 050714 Z JUL 73

FM AMCONSUL SYDNEY

TO AMEMBASSY CANBERRA

INFO SECSTATE WASHDC 4682

AMCONSUL MELBOURNE

DEPT OF AGRICULTURE WASHDC

UNCLAS SYDNEY 1619

MELB FOR LABAT

E. O. 11652 NA

TAGS: ECON, EAGR, ETRN, EIND, ELAB, AS

SUBJ: SYDNEY CARGO DOCKS CLOSED - U. S. MEAT
SHIPMENTS DOWN

REF: SYDNEY (A) 1573; (B) 1574

1. THE CLOSURE OF NSW GLEBE CONTAINER TERMINAL FOR THE PAST FOUR WEEKS AS OUTLINED IN REFAIR (B), AND THE BAN ON ALL SHIPPING, WITH FEW EXCEPTIONS, SINCE 27 JUNE, 1973, CONTINUES TO PLACE HARDSHIPS ON EXPORTING AND IMPORTING OF U. S. GOODS THROUGH SYDNEY HARBOR.

2. ESTIMATES BY THE AUSTRALIAN MEAT BOARD SHOW THAT U. S. MEAT SHIPMENTS FROM THE SYDNEY AREA HAVE FALLEN IN THE MONTH OF JUNE, 1973 TO ONLY 4350 LONG TONS (DOWN FROM 5300 LONG TONS IN JUNE 1973) OR 6 PERCENT OF THE SYDNEY AREA TOTAL MEAT EXPORTS OF 72,000 LONG TONS. THIS COMPARES TO JAPANESE SHIPMENTS OF 13,000 LONG TONS
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(UP FROM 4800 LONG TONS IN 2)72) OR 18 PERCENT OF TOTAL. IN THE FIRST SIX MONTHS OF 1973, 400,000 LONG TONS OF MEAT WERE SHIPPED FROM SYDNEY (AS COMPARED WITH NEARLY 350,000 LONG TONS FOR THE 1972 COMPARABLE PERIOD), WITH JAPAN ACCOUNTING FOR 26 PERCENT AND THE U. S. ONLY 7 PERCENT.

3. CONTAINER SHIPMENTS (AS OPPOSED TO BREAK BULK SHIPMENTS) OF MEAT FROM SYDNEY ACCOUNT FOR ABOUT 50 PERCENT OF THE TOTAL, WITH THE U. S. AND JAPAN RECEIVING A LARGER PERCENTAGE OF THEIR MEAT BY THIS METHOD THAN DOES EUROPE. THE LOWER SHIPMENTS IN JUNE, 1973 TO THE U. S. ARE ACCOUNTED FOR BY BOTH THE BAN ON CONTAINER SHIPPING AT SYDNEY AND THE RELUCTANCE OF U. S. BUYERS TO PAY THE HIGHER PRICES BEING PAID BY BOTH JAPANESE AND EUROPEAN IMPORTERS. AT THE MOMENT TRADE SOURCES STATE THEY CONSIDER JAPAN AS A FAR BETTER CUSTOMER FOR AUSTRALIAN BEEF THAN THE U. S.

4. SHIPPING SOURCES STATE THEY HAVE NOTED A TREND FOR COUNTRY AGRICULTURAL PRODUCTS TO BE SHIPPED TO THE PORTS AT BRISBANE AND MELBOURNE, WHEN ECONOMICALLY FEASIBLE, IN ORDER TO CIRCUMVENT THE DOCKSIDE LABOR PROBLEMS WHICH TEND TO OCCUR AT THE SYDNEY PORT.

5. THE PRESENT BAN IS EXPECTED TO BE SETTLED EVENTUALLY BY INTERVENTION OF THE AUSTRALIAN CONFEDERATED TRADE UNION (ACTU) SINCE OTHER METHODS, INCLUDING COMPULSORY ARBITRATION AND COURT AWARDS, HAVE FAILED.
HANNAH

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